

Co-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU."

Captain Jones, will be despatched as above on THURSDAY, the 28th instant at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th April, 1898. [567]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG."

Captain Osterbridge, will be despatched as above on SATURDAY, the 30th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th April, 1898. [568]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX."

will be despatched as above on SATURDAY, the 30th instant. S.S. "ENERGIA" about 15th May. S.S. "MACDUFF" about 15th May. S.S. "AFRIDI" about 15th May. S.S. "PATHAN" about 15th June. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 26th April, 1898. [569]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS."

Captain Towell, will be despatched as above on MONDAY, the 2nd May. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th April, 1898. [569]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched as above on TUESDAY, the 3rd May, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th April, 1898. [566]

HAMBURG AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rate to AMSTERDAM, LONDON, CP. RTO. LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ANDALUSIA."

Captain Schöller, will be despatched for the above ports on or about the 7th May. For Freight, apply to CARLOWITZ & Co., Agents. Hongkong, 26th April, 1898. [566]

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.

THE Company's Steamship

"S/SAM."

Captain C. Cold, will be despatched as above on or about the 14th May. For Freight or Passage, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 26th April, 1898. [564]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special rates to HOTELS, CLUBS, MEN'S and LADIES' Lodgings. Any complaints should be addressed to the Manager. Hongkong, 26th March, 1897. [560]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST EMPLOYFULLY REQUESTED THAT ALL SUBSCRIPTIONS BE PAID IN ADVANCE.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "F" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 26th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 26, 1898.

THE PLAGUE.

Once upon a time there was a subtle, sardonic satirist in France. He culled his cross-grained brain for an inspiration which should typify the very nadir of noodle-dom, the very silliest and most pitiful spectacle of miserable inanities that a misanthrope could invent. And he succeeded. He wrote a very funny and yet very sad story of a man whose son went to sea in a galley, and was drowned (or perhaps captured by pirates; it is immaterial). The old man, when told, promptly proceeded—not to lament, nor to do anything useful or appropriate, but to institute inquiries about how the young man came to be in the galley. The sad fate of the poor boy did not concern him; he was lost in wonder, how his son got there. To all condolences, expressions of sympathy, eulogies and elegies, he could only reply "Mais, quel diable allait-il faire dans cette galère!"

The Hongkong sanitary authorities are similarly anxious to know how the plague came to be here. There is employment enough for their somewhat limited intellects in thinking that to do about the plague now that it is here; but they prefer to speculate wonderingly how it got here. MONTYER was a writer of tragedy, disguised as comedy. This Hongkong affair is calamitous more than comic. Instead of straining every nerve, concentrating every effort, to the single task of combating the plague which is destroying the trade of the Colony, we fritter away our time and temper in discussing how the plague came here. It is here; that is enough—far more than enough—and how it came here does not matter now. It is here, and if it only kills a dozen coolies per day, a mere trifle, neighbouring ports are as cautious about it as if the destruction was a hundredfold greater. It is here, and it will stay for ever if we do not clean the place and keep it clean.

If the authorities really cannot bring themselves to move until they have an answer to the question "How came the plague to Hongkong?" we will tell them. Not from Macao, not from Canton, not from Chinese Kowloon, but from Hongkong itself, from the legacy of four years' shilly-shallying, from the effects of four years' half measures, from the seed sown in 1894, and cultivated assiduously ever since. It is idle to watch the Canton steamers; it is stupid to waste time and hamper trade by boarding Macao boats. We should rather quarantine the Hongkong Legislative, limewash the Executive Council, demolish and reconstruct the Sanitary Board under the Recompensation Ordinance, and institute thorough inspection of the sanitary staff. Search-parties should rummage out and burn all obstructive regulations, fumigate all official fossils, and seek all certified pestiferous property-owners in pure carbolic.

That is to say (coming off metaphor) that the first thing to be done towards the

suppression and future prevention of the plague is to get rid of the paralyzing effects of official obstructionism, and let the work have a fair chance of being done without being everlastingly hampered and hindered. The Sanitary Board was constituted with most complete and comprehensive powers, to do everything that might be required for the health of the Colony; the Medical Officer of Health has also what looks like a *carte blanche*, for everything in regard to health must be "to the satisfaction of the M.O.H.," without which it must perish. Yet all these wonderful powers somehow vanish. The Sanitary Inspectors are appointed to see that the Colony is clean; but they cannot do this and must not do that and are barred from the other, till they are less use than ornament and precious little of either. The authorities are authorized to do all sorts of things which they never do, because they are bound up in red tape. They want to be fumigated and ventilated themselves.

THE SHIPPING CONFERENCE.

The Blackburn Chamber of Commerce took the lead in England in instituting exhaustive and trustworthy investigations of the displacement of British trade by foreign competition. From the statistics published by the Blackburn Chamber it appears that from 1882 to 1895, the imports of cotton drills into China came from British and American ports in almost equal quantities, and none from any other port. In 1894, the United States led the way with 720,000 pieces against 257,000 from British ports and 101,000 from Dutch ports, representing the output of Germany, Holland, Belgium and North France. In sheetings, cotton yarn, metals, machinery and other products, the same tale is told.

The Blackburn report also gives some statistics of the total exports of British and Irish produce and manufactures to China. In the five years from 1885 to 1889, inclusive, the annual average value was £3,302,493; in the next five years, the annual average was £5,678,000; in 1893, it was £6,435,000; and in 1894, £6,255,000. Seeing that the total trade of China, imports as well as exports, increased steadily during that period, and that the total trade of the British Isles, imports as well as exports, also increased, this individual decrease is sufficiently significant; and, while the trade between British ports and the Far East has been lessening, Antwerp has progressed by leaps and bounds, chiefly because freights to and from British ports have not been reduced as have Antwerp freights.

The case is set forth tersely and effectively in the report laid on the table of the Hongkong Legislature on July, 15th 1896, by the Colonial Secretary, as Chairman of a special commission appointed by the Governor in response to an enquiry from the Secretary of State for the Colonies as to the displacement of British goods in this market by foreign goods. As the report was published in full at the time, we need not quote any of the details therein placed on record; but some of the general conclusions are very emphatic:

There has been a serious falling off in the imports of Metals from Great Britain, notably in that of Yellow Metal, which formerly was exclusively imported from thence. It is estimated that only about half the import of this Metal now comes from British makers, the inferior German metal being greatly aided by the lower rate of freight payable from German ports. The same remarks apply to the imports of Bar Iron, Nail Rod, and Scrap Iron, most of which is now imported from Belgium, the productions of which country are helped by cheaper cost of production and lower freights from Antwerp. The Committee were constrained to accept the balance of evidence, which unmistakably points to the conclusion arrived at; and, to more clearly elucidate the point, some tabulated examples of actual shipments have been obtained.

The causes to which the displacement of British goods in this market are to be assigned may be briefly stated:

- 1.—Lower cost of production of rival foreign goods.
- 2.—Disinclination of British manufacturers to steady state of consumer.
- 3.—The steadily falling value of silver since 1873.
- 4.—Lower freights outwards from foreign as compared with British ports.
- 5.—Cheaper railway transit to foreign ports of shipment.

The two last named causes apply more especially to metals and heavy goods, and No. 4, the Committee regret to say, is due to the action of the Shipping Conference (consisting chiefly of British steamship owners) which, while maintaining freights from British ports, carry cargo at a much lower rate from Continental and American ports, thus giving foreign manufacturers a virtual subsidy in their competition with British products.

In this connection the Committee wish to make special mention of an advertisement circulated on American cotton piece goods in the China market by the rates of freight charged by the Conference steamers from New York to Hongkong and Shanghai, which average from 25/- to 30/- per ton as compared with 57/6 from London and Liverpool outwards. The same remarks apply to the shipment of machinery from the United States to China, the freight for which is about forty per cent. lower than that from British ports.

In considering this phase of the subject the question seems to arise how far the Imperial Government would be justified in requiring of the Conference a modification of their tariff before continuing a subsidy or other support to any shipping company which is a party to a compact that places British manufacturers at a disadvantage with foreign rivals?

The Committee, moreover, feel bound to record their conviction that several of the witnesses were indisposed to speak freely on this subject of the Shipping Conference; and they are of opinion that it is a question of such paramount importance to British Trade that it might fitly form the subject of a searching investigation on the part of the Home Government.

"Several witnesses were indisposed to speak freely on this subject of the Shipping Conference." The Chairman of the leading Conference line was not indisposed to speak freely; he spoke with great freedom, in our humble opinion, freedom from proper care as to the soundness of his statements.

(To be continued.)

REUTER'S MESSAGES.

THE WAR.

LONDON, April 24th. The blockade of Havana is established. The U. S. cruiser *Nashville* has captured the Spanish merchant steamer *Buenavista* and *Pedro*. The Spaniards have captured the U. S. ship *Salandor* laden with wheat for Antwerp. President McKinley has called for 100,000 Volunteers.

The utmost secrecy is preserved concerning the movements of the Spanish Squadron. Spain is still hesitating about renouncing privateering.

President McKinley repudiates the intention of annexing Cuba. Admiral Sampson commands the blockade squadron at Havana. Orders have been issued to lay down mines in the United States harbours.

The war is causing a great rise in the English wheat market.

GREAT BRITAIN AND RUSSIA IN CHINA.

A Blue Book on the China Dispatches bears out the reports of an extremely acute conflict having occurred between Great Britain and Russia regarding the cession of Port Arthur.

(From Tientsin Papers)

WAR LIKE DEMONSTRATIONS IN SPAIN.

PARIS, April 11th. Demonstrations have taken place at Madrid in favour of the military party, and against the Government proposals for compromise with the United States. Numerous arrests have been made.

FRANCE AND HAINAN.

PARIS, April 13th. M. Hanotaux has communicated to the Council of Ministers the concessions made by China to France. China has promised never to cede Hainan to any Power except to France.

PLAGUE STATISTICS.

During the 24 hours up to noon, 25th April, 24 new cases and 24 deaths from plague were reported, making the total since 1st January (115 days) 633 cases and 355 deaths.

LOCAL AND GENERAL.

Two marine hawkers, whose weights were 50 per cent short, were prosecuted by Inspector Duncan to-day. Each was fined \$15, in default two months.

The reckless driving of a truck cost two coolies a tidy little sum at the Magistracy to-day. They had twenty cases of kerosene on board and when near the Casworks they ran over another coolie yesterday, breaking his leg. Captain Hastings fined them each \$5 or fourteen days and ordered them to pay \$15 as compensation to the injured man, failing which they go to gaol for six weeks.

THE Saigon Assize Court has condemned Madame Leriche, address of the *Mikong*, to pay a fine of one franc and publish apologies for libelling a missionary, named Pere Benoit. There were three complainants, of which one was decided in favour of the paper and two in favour of the *padre*. It was held that he had made improper use of his powers of abolition, to extort \$1200 from a widow, and Madame Leriche failed to prove that the priest had also had improper relations with his native cook's wife, and had by false accusations created trouble in a native household and prevented a marriage.

We have received a handsome coloured plate, measuring 33 by 24 inches, given away as a supplement with the issue of *The Graphic* of April 2nd. The plate has the somewhat clattery "One with Britain, heart and soul, one life, one flag, one throne!" and it represents some elderly types of our Colonial and Indian forces. These types were all drawn from life when, on the occasion of the Diamond Jubilee Celebration, representatives of the troops in all our colonies and dependencies were in London. Great care has been taken to ensure accuracy, and the uniforms of the different figures may be said to be absolutely correct. The picture conveys some idea of the vastness of the British Empire, and of the various races—Hindu, Mongol, Negro, and others—who live under the protection of the Union Jack.

At the Regular Meeting of the Victoria Chapter, No. 325, E.C., held last evening, M. E. Comp. E. C. Ray, acting for the D. G. Superintendent, attended by the D. G. Officers, installed the three Principals elect for the ensuing year—namely—

- | | |
|-----------|-------------------------|
| M. E. Z. | M. E. Comp. D. McDonald |
| Sec. M. | Ex. Comp. G. J. B. Syer |
| 1st A. S. | Comp. G. J. B. Syer |
| 2nd A. S. | Comp. G. J. B. Syer |
| Treas. | Comp. G. J. B. Syer |
| St. J. | Comp. G. J. B. Syer |
| D. C. | Comp. G. J. B. Syer |
| Janitor | Comp. G. J. B. Syer |

In connection with a recent railway explosion in New South Wales an exchange says that a small brown parcel was received at the mine from the Mines Department, Sydney, containing about a dozen white mice, which, on the suggestion of Inspector Alkinson, are to be used as a precaution by the rescue party in their work. The idea is to use these small animals as a test of the purity of the atmosphere traversed by the parties exploring the mine. Small animals, like mice, it appears, show the effects of carbon monoxide gas much sooner than men, and the proposal is to supply the rescuers with a cage of white mice, and whenever, in the course of their work, the animals are noticed to fall down insensible it will be a warning to the rescuers that the air is dangerous, and that they must retire. White mice have been selected, as they will be more readily visible in the mine.

THIS morning, the U. S. Consul General of Hongkong and the U. S. Consul of Manila (Mr. Williams) who arrived here by the *Rimavada* and other officials proceeded to the American fleet in Mils Bay in the *Fams*, kindly lent by the Dock Company. When trying to turn into Mils Bay she encountered very bad weather and had a thorough outing which obliged her to put back to port.

THE School Independent has received a letter from a certain Korean guild, which is literally translated as follows:—

Lolly Sir!—We hope your Excellency will insert the enclosed copy of an inscription which has been engraved on a tablet erected in honor of the Chief Commissioner of Customs and Adviser of the Finance Department; the great Englishman, Brown, so that the great and small people of Great Haa will never forget Mr. Brown's services:—

"Brown, the great Englishman, Chief Commissioner of Dalhan. He understands Chinese, long connected with the Korean service. He is firm yet tender, he is accurate and economic in financial administration. Because of unfortunate circumstances he was relieved from the Finance Department too soon for our good. Whoever succeeds him cannot surpass his sage. His fame spreads worldwide and his deeds will be written on silk and bamboo."

[We insert this copy of the inscription with great pleasure. Though humble in origin and of quaint and simple style we believe that the message comes from the hearts of a grateful people. We have previously announced Mr. Brown's worthy recognition at the hands of his government. We are glad to print this hearty recognition from the people whom he has faithfully served. Though couched in the extravagant terms of Oriental language we believe there is a truth and earnestness which makes it an unusual tribute.—Ed.]

SPAIN AND THE UNITED STATES.

A reporter of this Journal boarded the steamer *Emeralda* soon after her arrival here to-day. The officers on board seemed to be particularly careful not to tell anything that might get them into trouble when they go back to Manila. A gentleman engaged in the peeling of a bucket of potatoes (and the reporter that the *Emeralda* is an obsolete cruiser was in harbour when the *Emeralda* left, and he also said that they had to take a "torpedo pilot" when they entered the harbour. The culinary gentleman here smiled and said he "didn't believe there was a bloomin' torpedo in the place." Some of the ship's company said they would be shot next time they went back if they gave any information about the "situation" and others said things were quite. It was said too that the Spaniards were remarkably silent in telling anything of their warlike actions. It was for this vast quantity of news that our reporter got himself most liberally drenched with salt water and every two or three minutes found himself with a good prospect of clinging to a swamped boat or hanging on to an oar in a choppy sea.

Mr. U. S. Consul Wildman speaking of his trip in the *Fams* this morning, told one of our representatives that he thought he was "sent for" so rough was the sea outside. At times the old craft fairly buried herself in the seas and the outing generally was far from being a pleasant one.

We learn from private sources that a conference of the Philippine rebel leaders now here and the U. S. authorities was to be held this evening. The conference of course would be a private one but it is questionable whether the "rebels" will be of any service to Uncle Sam.

U. S. Consul Williams (Manila), together with Mr. R. Wildman, American Consul at Hongkong, will visit the fleet in Mils Bay to-morrow morning.

PLAGUE REMEDIES.

To-day's *Daily Press* has some very sensible suggestions from a correspondent, "Cleanliness," regarding steps to be taken against the recurrence of plague epidemics in Hongkong. We have much pleasure in endorsing his opinions and hope that the suggestions will be seriously taken into consideration by the Government. The correspondent writes:—

Sir,—After reading your excellent leader in this morning's issue my "troubled soul" forces me to write, although my talk will finally be probably consigned to the waste paper basket, or be pigeon-holed until the next plague epidemic comes round.

—The causes of the plague are want of sunlight, over-crowding, and the filthy habits of the poorer Chinese. There are probably over thirty lanes within a radius of a quarter-of-a-mile into which are crowded every night from 200 to 300 Chinese, and into which lanes the sun never shines from one year's end to another. What is wanted to remedy this evil is the hearty interest of one or more of our local philanthropists, who would build, as an experiment, a block of model lodging houses with all necessary sanitary arrangements. The experiment has been tried most successfully in London, where a poor man can get a bed for a penny, a breakfast for a penny, a dinner for twopence, and tea or supper for a penny, or fivepence a day. I am strongly of opinion that the same results could be produced here for ten cents a day. And the most important feature would be habits of cleanliness. All Chinese labourers, coolies, carters, cargo coolies, rickshaw coolies, and such like, carry away to twenty-five cents per day, so there is no great financial difficulty about this suggestion.

—We are all agreed that what is wanted is to inculcate social habits of cleanliness amongst the Chinese. Hence I would suggest to the Government that free public baths and free latrines for the Chinese should at once enter into their policy. The question at once arises, how to accomplish this desirable object? As an experiment, engage a large godown somewhere in the most crowded district, purchase one hundred Sochow tubs and place them around the walls at reasonable distances, put a tap to each bath and allow the use of soap. If the bathers want hot water it could be easily supplied at say one cent a bucket, as at Shanghai; and each bather should bring his own towel and cloth with him. Suppose you allow half-an-hour to each bather—a very liberal time—that means nearly four thousand five hundred people being cleansed in twelve hours. Say you ultimately had ten bath houses, that means forty-five thousand bathings in twelve hours. To each of these places I would establish a free public latrine. The starting of such a bath house would certainly cost less than a thousand dollars and the out-keep would certainly be less than one hundred dollars per month. It will be argued that the Chinese would not visit these bath houses. I think they would. There was a man not so long ago I heard of taken to a medical missionary hospital away up the coast, supposed to be suffering from a leathome skin disease. They put him in a hot bath and it was found to be nothing but dirt and dirt. Any observant person will see on going along any side street the improved tendency there is amongst the Chinese to wash themselves.

They squat on the side channels with a small tub of water containing about one pint of water, dip a small cloth in the water, and rub themselves over. Now, if they were encouraged to have a proper bath free they would in my opinion very quickly revel in the luxury. The cleaning of their living and sleeping apartments would follow as a natural consequence.

—One other item, which I think needs immediate attention, is that into the many drains and stench traps in the public streets, at least one bucket of water diluted with some disinfectant should be poured every day. There are hundreds of these open brick stench traps on the footpaths of the colony into which no rain can overflow and into which no water is ever poured, which give forth at times some of the vilest smells. No doubt in many there is no water at all, while in others it must have become stagnant and putrid. This duty could easily be delegated to the city scavenger.

—Hoping these suggestions may lead to some practical results—I am, &c.,

Hongkong, 25th April, 1898.

A COLOSSAL SANITARY SCHEME.

We take the following scheme for stamping out the plague from Bombay from the *British Rajah*. The scheme is equally applicable to Hongkong, and we do not see why it should not be followed:—

The widespread recrudescence of plague in Bombay should surely afford a striking object lesson to municipalities in Asia. The latest returns show that the death-rate in the City and Island of Bombay has reached the appalling figure of 130 per thousand, mostly from plague alone reaching the abnormal total of considerably over a thousand per week. The responsibility for this appalling state of things most undoubtedly be held to rest with the Municipality of Bombay and with that body alone. The disease first made itself manifest in the city in August, 1896; but it seems to have been purely a matter of fortuitous accident; the outbreak was to have been averted. The sanitary condition of the native town had been notorious for years, and attention had been recently drawn by the Health Officer of the Port to the accumulations of filth in the immediate neighbourhood of the district—known as *Mandiv*—in which bubonic typhoid first made its appearance. There may be truth in this—in the theory that plague germs were brought into Bombay from Hongkong; but it must not be forgotten that the plague is essentially a filth disease, and, rats or no rats, it must have broken out sooner or later. For the time being, the vigorous measures adopted with a view to stamping out the epidemic seemed to have proved effective; but the sequel shows that the charge long ago laid against the Bombay sanitary authorities of gross neglect and delay in dealing with what was well-known to be a gravely-threatening condition of affairs, was amply justified by the fact. The remedy was not attempted till the disease had got firm hold of the native town, and, as in all cases of Eastern typhoid—for the so-called plague is a form of black typhoid with bubonic swellings—it only required the removal of rats to set its death-dealing germs actively at work again. Ever since the rats set in at the beginning of July, the death-rate has been steadily going up. There was a good deal of cholera; and for some weeks the authorities—no doubt with the perfectly legitimate object of averting such a panic as caused in the previous winter, the sight of a quarter of a million of people, and the complete paralysis of all local industries—guessed the increased mortality to be set down to these causes.

But as day after day and week after week went on, it became increasingly obvious that the truth could not be disguised any longer; and with the official declaration that the enormous death-rate of 120 per thousand was to be "partially accounted for" by renewed outbreaks of bubonic plague, another exodus immediately began. Bombay was at this period very far indeed from having resumed its wonted aspect of busy cheerfulness. The crowds which swarmed the narrow streets of the native city prior to the autumn of 1896, were now beginning to come back again before they were fully lightened away. Enormous numbers of inhabitants fled to join the already overcrowded ranks of the agricultural labourers, and Bombay's great cotton interests were again languishing. The depletion of the mills at the close of 1896 occasioned a loss which may be fairly estimated at two and a half millions sterling, and it looms and epidemics are again to stand idle for an indefinite period a condition of wholesale bankruptcy threatens to set in. The industry has, of course, never been in a position to be in before the plague broke out, and the majority of the elderly cotton mills in Bombay were last summer either working or beginning to work; and prospects were brightening up all round, when almost without warning a fresh outbreak occurred to prove that all the measures taken by the authorities to put an effectual check upon the disease had proved futile.

It was, strangely enough, only at this point that the local administration awoke to the gravity of the situation. To do them justice they formulated a scheme which certainly should have the desired result, but it is a scheme which is a modified form should have been put into effect at least twenty years before. This scheme contemplates not only the immediate completion of the drainage system, but the wholesale destruction of the more congested portions of the native city where, in existing circumstances no drainage system in the world could be effectively introduced. Bombay, in this respect, is in much the same position as the City of London at the time the great plague of 1665 was at its height. The sanitary point of view, the most pressing remedy would be that which followed that terrible epidemic—a great fire; but as there are no Solomon Eagles in the Bombay Corporation daring enough to advocate it, perhaps the next best thing is the project under discussion. This

AUSTRALIAN NEWS LETTER.

SYDNEY, March 26th.

The hot period is on the wane at last and we are beginning to feel like a little more worth living. The cricket fever is about and the average Australian goes around feeling ever so much taller after the defeat of Stoddard's team.

By the last trip of the E. & A. Co's liner *Australian* for China Dr. On Lee was a passenger. The occasion was made quite a ceremony before the vessel left. The doctor and Mr. Quong Tait wore their mandarin dress and there was a large gathering of representative people on board. Mr. Keith, M.L.C., one of the leading commercial men of the city is proposing Dr. On Lee's health, said that he hoped while in Peking he would endeavour to persuade the authorities to appoint a Consul-General for Australia—Mr. Quong Tait for instance. The idea was very warmly appreciated by the company.

As you know we have a large Chinese population here and the appointment of Mr. Quong Tait to such a position would give the utmost satisfaction to his compatriots and Europeans as well.

There was a big row at Kalgoolie (W.A.) a few days ago and Sir John Forrest, the Premier was treated in blacked by a mob of miners. The occasion was the official opening of the railway to Merzies and large numbers of miners had come in from all parts. The Premier has become unpopular owing to his action regarding the mining laws and the men soon began hooting him. He led a deputation that some men who had been imprisoned had shown their defiance to the mining laws and they would have to purge their contempt and apologise. The law must be obeyed and he was not going to be hooted. The men replied, but without effect and Sir John essayed to leave the hotel. The mob surrounded him and the foot and mounted police could not protect him from being struck on the face and bruised. He and his party were followed to the railway station and again he was struck. The Warden read the Riot Act and some of the police came out with rifles. At one time a report was current that the rails were being torn up. The Hon. Mr. Parsons had his pocket picked in the affray and an attempt was made to steal the Mayor's watch.

Two shipwrecked crews arrived here last week from Noumea, their vessels, the *Falls of Garry* and the *Professor*, having been lost on February 22nd in a cyclone off the coast of New Caledonia. Both vessels were smashed in the storm and the crews had to spend a long time in the clinging before succour came.

It was poor satisfaction to the people who had been victimised by Sir John and Elliott, the Atmospheric Gas swindlers to hear that they had recently been arrested in San Francisco. The British Consul brought them before the authorities and it was decided that an offence was not disclosed under the United States extradition law for which they could be extradited. They were accordingly released.

News from Adelaide is to the effect that there are serious fears of a water famine there. The rainfall has been very slight and the reservoir at Beetaloo, the main source of supply is rapidly being emptied. The opening of further springs within the watershed is now being carried out, but even with these additions there is only, at the present rate of consumption, a supply for a very few weeks more.

At the enquiry the other day into the recent fire in Melbourne one of the pieces of evidence came out. A witness stated that shortly before 10 o'clock on the night of the fire he heard a door shut in a lane behind Messrs. Craig, Williamson, and Thomas' warehouse, where the fire broke out and saw a gentleman wearing a frock coat and belltopper come out of the lane. He seemed to be in a hurry, and walked towards Swanston-street. Mr. W. E. J. Craig of Messrs. Craig, Williamson and Thomas, could throw no light on the statement. He had never on any occasion entered the warehouse by himself and it had been closed for the day.

A "message from the sea," which, if true, contains all the elements of a most tragic story, but which is more likely to prove a contemporary. A witness picked up lately on the beach at Swanston, between Lake Macquarie Heads and Catherine Hill Bay. The document was contained in an old bottle, and is a large sheet of torn paper, slightly discoloured by water, containing the words, written in ink in a flowing hand, "In desperate straits; last drop of water; one man mad, others becoming so; don't loiter." Signed: J. Harding, the Newcastle Water Police, to whom the "message" was sent before it to be the fabrication of some stupid creature, whose idea of a joke has taken a grim form. Men cast away in a boat are not likely to be provided with pens and ink, and it is "desperate straits," to omit in their messages all reference to their identity and their whereabouts.

A curious law suit was heard in the Perth Supreme Court last week. A man sued the A.U.S.N. Co. for £1000 damages for injuries sustained by his 4-year old son on the steamer *Barcoo*. The child and his mother were passengers from Sydney to Fremantle in September last. As the vessel approached the Fremantle jetty, the boy put his hand out of a port-hole and the vessel coming into contact with his hand was damaged. It was claimed that the accident was due to the negligence of servants of the company in not providing proper means of preventing a collision, and in leaving the port-hole. The jury returned a verdict for £435.

A terrible catastrophe has taken place at Dudley Colliery Newcastle. There was an explosion in the mine on the 22nd and a collapse took place inside. The result was that 14 men were entombed. The scene shortly after at the pit mouth was heartrending, when the wives and children of the men arrived. Several bodies have been recovered, and rescue parties have been doing heroic work. It happened that owing to trade being slack there was only a small shift below; generally there are over 300 men in the workings. The unusual generosity of Australians in being well shown in relief measures for the bereaved ones.

NEWS BY THE AUSTRALIAN MAIL.

The Nippon Yusen Kaisha's steamer *Oni Maru*, Capt. C. Young, from Sydney and ports, arrived in Melbourne last Friday. For the subjoined telegrams we are indebted to our Colonial exchanges.

Adelaide, March 26th. The final match of the tour of the English cricketers began here last week, and the scores at the conclusion of the first innings stood as follows:—English Eleven, 221; South Australia, 280. Jones bowled seven of the Englishmen out for eighty runs.

With the exception of Mr. Solomon all the South Australian Federation delegates have returned. Their opinions generally are that a fair compromise has been arrived at on most of the matters disputed, and that the delegates will approve of the constitution which has been framed.

The mail-b at *Australia* has arrived from Albany with a *Lascar* suffering from smallpox. Over 30 passengers have been quarantined in consequence on Torrens Island.

The bubonic plague at Bombay is raging again, and causing 200 deaths per day. At the cable conference in London the colonial office delegates were strongly in favour of the proposal to lay the Pacificable. Other representatives were in favour of the offer made by the Eastern Extension Company to lay a line from Cape Town to either Albany or Adelaide.

Sir Arthur Palmer died at Brisbane on Saturday.

Brisbane, March 23. The Hon. J. R. Dickson, it is believed, will be entrusted with the task of reconstructing the Government after Sir Hugh Nelson's resignation, but nothing is likely to be done in the matter at present.

The letter of Sir Thomas M. Ilwath to the Premier, Sir Hugh Nelson, is to be handed to the Queensland National Bank Investigation Committee for report.

Adelaide, March 23rd. In their recent match against the South Australian team, Stoddard's eleven lost five wickets for 348 runs, Wainwright 105, and Mason 84, being the principal score makers.

Sydney, March 23rd. Amherst is now an equal favourite with Battrall for the Sydney Cup.

A meeting of those members of Parliament opposed to federation was held yesterday, but only seven attended, while apologies were received for non-attendance from ten others. When Parliament meets an attempt is to be made by the opponents of federation to take a direct vote on the question.

London, March 23rd. Sir Julian Pauncefote, British Minister at Washington, has informed the United States Government that the Foreign Relations Committee of the Senate had entirely misapprehended Great Britain's attitude towards Hawaii.

The Irish Local Government Bill has passed its second reading in the House of Commons without division.

Adelaide, March 24th. Stoddard's team sail for England to-day. The Adelaide match ended in a draw. The scores at: England 222 and 399; South Australia 287 and 257 for two wickets—Hill, not out, 124, Darling 96. Jones bowled splendidly.

At the conclusion of the match Clem Hill was presented with a gold chronometer, a silver watch, and several other articles.

Stoddard again complained bitterly of the element of 'barack' that was rampant throughout Australia.

Fifteen miners were entombed at the Dudley Colliery, Newcastle. Some of the bodies have been recovered.

A barque bound for Klondyke capsized near San Francisco and forty lives were lost. Gladstone is dangerously ill at Hawarden Castle, and his recovery is considered doubtful. He is undergoing an operation for necrosis.

London, March 24th. Mr. Gladstone's health shows no sign of improvement, and he has returned to Hawarden from the Continent.

The Derwits forces in the Sudan are endeavouring to avoid the Anglo-Egyptian forces in their attack upon Berber.

An Egyptian patrol engaged a force of Derwits horsemen near Atbara, and repulsed them with heavy loss.

The report of the inquiry by naval men into the *Malak* disaster has now been published, and the war scare has revived at Washington.

The Chairman of the Naval Committee of the United States Senate considers that war with Spain is inevitable.

A considerable increase in the naval strength of the nation has been ordered.

Adelaide, March 26th. The Melbourne Cricket Club have requested K. S. Ranjitsingh to conduct the next English team to Australia.

Extensive and very serious rioting has occurred at Kalgoolie, Western Australia.

On Thursday last Premier Forrest, whilst visiting Kalgoolie, was beaten and stoned by a large crowd of alluvial diggers, and their sympathisers. The Premier was severely injured and a guard for his protection, and managed to convey him to the train.

The trouble arose through the Premier's refusal to grant the miners immediate concessions. A large number of arrests followed.

Large crowds assembled and cheered Premier Kingston on his return to Perth, and hundreds of telegrams of sympathy were received.

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DEBATE ON NAVAL ESTIMATES.

A SCENE.

In the Committee of Supply on the Naval Estimates in the House of Commons on 18th ulto.

Dr. Tanner was about to refer to the unprotected state of Hongkong, when the Chairman said the subject did not arise upon this vote.

Dr. Tanner proceeded with his remarks, and the Chairman, after twice calling the hon. member to order, said his remarks were irrelevant and directed him to discontinue his speech.

Dr. Tanner, amid cries of "Order," rose again. The Chairman: If the hon. member will not resume his seat I must request him to withdraw.

Dr. Tanner: I hope the French will beat you there, that is all. (Cries of "Order.") The Chairman: I have requested the hon. member to withdraw.

Dr. Tanner: With greater pleasure than ever I came in, Sir. Stay and do the Salisbury and Cecil's dirty work.

The bilious member then left the House.

NOTANDA.

CALENDAR.

Metorological means based on ten years' observations to 1893.

Barometer 29.98
Thermometer 69.7
Humidity 86.0
Rainfall 7.58

TO-DAY.
Tuesday, 26th April, 1898.

Chinese—6th of 4th moon of 24th year of Kwong-shi.
Jewish—14th Nisan, 5658.
Mohammedan—14th Dulhagga, 1315.

Sun—Rises 6hr. 39min.
Sets 6hr. 28min.
Moon—in Aries 3hr. a.m.
High water—Morning 1hr. 40min.
Afternoon 1hr. 3min.
Low water—Morning 4hr. 5min.
Afternoon 7hr. 17min.

ANNIVERSARIES.
1796—The second Dutch Embassy arrived at Canton.
1843—Burglary at Government House, Hongkong.
1883—National Exhibition at Bangkok opened by the King of Siam.
1884—Foundation stone of Queen's College, Hongkong, laid.
1896—Four principals of the Reform Committee sentenced to death at Pretoria.
1897—Battle of Tynarvos.

TO-MORROW.
Wednesday, 27th April, 1898.

Chinese—7th of 4th moon of 24th year of Kwong-shi.
Jewish—15th Nisan, 5658.
Mohammedan—15th Dulhagga, 1315.

Sun—Rises 6hr. 38min.
Sets 6hr. 29min.
Moon—in Aries 3hr. a.m.
High water—Morning 1hr. 40min.
Afternoon 1hr. 3min.
Low water—Morning 4hr. 5min.
Afternoon 7hr. 17min.

ANNIVERSARIES.
1521—Magellan killed on Magtan Island, Philippine Isles.
1565—Miguel Lopez landed in Cebu.
1876—Mr. W. H. Forbes' yacht fired upon at Macao by Portuguese soldiers.
1880—Hongkong Polo Club established.

SHIPPING AND MAIL NEWS.

MAILS DUE:
English (Bangla) 23rd inst.
American (Bahia) 30th inst.
Tacoma (Victoria) 30th inst.
German (Pretoria) 3rd prox.
American (Pera) 10th prox.
Canadian (Empress of Japan) 11th prox.

THE Nippon Yusen Kaisha's steamer *Kaga Shima* (American Line) left for this port on Saturday evening, the 25th, and is expected to arrive here to-morrow, the 27th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Holstein at Kowloon Dock
Isadora Pons " "
Sishon " "
Coptic Cosmopolitan
Sungshang " "
Chingtu " "

Arrivals, from Agents.
Apr. 24 *Dravongus* Hongkong, B. & S.
24 *Nanyang* Amoy, J. M. & Co.
25 *Halmus* Hongkong, J. M. & Co.
25 *Hokow* Cheloo, B. & S.

Departures, for Agents.
Apr. 25 *Kowloon* Hongkong, B. & S.
25 *Taiwan* Shanghai, B. & S.
25 *Pekin* Shanghai, J. M. & Co.
25 *Halmus* Amoy, J. M. & Co.
25 *Nanyang* Hongkong, J. M. & Co.
25 *C. H. Kian* Spore, L. Y. S. & Co.

IN PORT—*Tamnet, Hothow, Jaim, Dravongus*.

PAKED THE CAMAL.
OUTWARD—25th March—*Pyrrhus, Tyndham*. 29th Mar. —*Banlawyer, Glasgow, Rhishra, Morvan*. 1st April—*Malacca, Rhishra, Glerpool*. 5th April—*Marquis Baguham, Myrmidon*. 12th April—*Krimhild, Pressman, Arminia, Indrag, Kithurn, Undawid*. 14th April—*Tavia, Yarra, Eyzemout, Catta, Balladon Hall*. 16th April—*Bryndashira, Agammon, Kaboru, Arlona, Cyprus*.

HOMeward—14th April—*Evato, Nestor, Polyphenus, Cratid*. 19th April—*Orwell*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets, Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidly with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried Scott's Emulsion in case of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., &c., 143, Grace Road, Birmingham. S. E. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.

Auctions.

V. R.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-MORROW, (WEDNESDAY), the 27th April, 1898, AT 11 A.M.

AT ARMY ORDNANCE STORES, Queen's Road East.

THE FOLLOWING GOVERNMENT STORES:—CARTS and WAGONS, AWNINGS for Boats and Steam Launches, ANCHORS IRON CHAIN, GRAPNELS, SIGNAL LAMPS, BRASS, COPPER, GUNMETAL, ROPPE, LINEN, COTTON and WOOLLEN RAGS, CANVAS, CAST and WROUGHT IRON WATER CASKS, PACKING CASES, IRON DRUMS, WATERPROOF BAGS, OZOKERIT, SALVE, OAKUM, White and Tanned, BOAT MASTS and SAILS, LAMP CHIMNIES and BRASS SOCKETS, DERMATINE BELTING, &c., &c.

A QUANTITY OF PART WORN CLOTHING and 10 Knots of ELECTRIC CABLE.

Catalogues can be obtained from the CHIEF ORDNANCE OFFICER or from the AUCTIONEER. Terms: 7 SALE—Cash on delivery. All faults and errors of description at Purchaser's risk on the fall of the hammer. All Lots to be cleared within 48 hours.

HUGHES & HOUGH, Auctioneers.

Hongkong, 16th April, 1898. [546]

BY ORDER OF THE COURT.

PUBLIC AUCTION.

Messrs. HUGHES & HOUGH have received instructions from BRUCE SHEPHERD, Esq., the Official Receiver of the estate of TSO CHEONG, in Bankruptcy, acting under an Order of the Supreme Court of Hongkong,

to Sell by PUBLIC AUCTION TUESDAY, the 3rd May, at 3 o'clock P.M., at their Office, Praya Central, the following VALUABLE RECLAMATION PROPERTY viz:—

All the Benefit, Interest and advantage of and in the RECLAMATION AGREEMENT of MARINE LOT No. 199.

The Sale is made with the concurrence of all Parties interested.

The Reclamation has been Completed and is ready for Building purposes, and possession has been given by the GOVERNMENT.

The RECLAMATION has a Frontage to the New Quay of 165 feet, 8 inches, with a depth of 160 feet, and contains an Area of 26,507 Square feet.

Only one half of the 1st Instalment of the Monies Due under the Reclamation Agreement (amounting to \$7161.00) remains to be paid if called up, and the Sale will be Subject to this and to the Payment of the ANNUAL CROWN RENT of \$488.

The Property will be first offered in One Lot, and if not Sold as One Lot will be put up in Two.

For further Particulars and Conditions of Sale, apply to Messrs. HUGHES & HOUGH, the Auctioneers; or to Messrs. DEACON & HASTINGS, 35, Queen's Road, Vendor's Solicitors.

532] PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION ON BOARD at NOON, the 9th May, 1898, H.M.S. "VICTOR EMANUEL,"

As she lies in HONGKONG HARBOUR with the exception of Anchors, MOORING GEAR, and BOAT and BOAT GEAR.

Length between Perpendiculars 230 ft. Extreme Breadth 55 ft. 6 in. Displacement 57 tons.

BUILT OF WOOD, COPPER SHEATHED and FASTENED, WOOD BEAMS, MAIN MAST is of IRON, REMAINS OF PUMPS and PIPES in the Ship are generally of COPPER or BRASS.

A List of fittings to be Sold with the Ship may be seen at the OFFICE of the NAVAL STORE KEEPER and/or of the AUCTIONEERS.

TERMS.—Cash before delivery and the Clearance to be effected within Seven Days after date of the Sale.

A Launch will leave MURRAY WHARF at 11 A.M. and at 11.45 A.M., on the day of the Sale to convey intending Purchasers.

Inspecting orders can be obtained from the Auctioneers.

HUGHES & HOUGH, Auctioneers.

Hongkong, 25th April, 1898. [564]

TO LET.

DWELLING HOUSES:—No. 2 RIVON TERRACE, BAHAR LODGE—on the PEAK. FLOORS in STAINLESS and ELGIN STREETS.

COAL GODOWNS, PRAYA EAST. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, 15th March, 1898. [12]

TO LET.

THREE ROOMS on 2ND FLOOR No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate. Apply to Mr. SUI SANG, On the premises. Hongkong, 7th March, 1898. [347]

NOW READY.

A PAMPHLET containing the Series of Articles by the *Telegraph's* Special Correspondent entitled "HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANGTUNG AND KWANGSI."

Also The new TRANSIT PASS RULES, providing for the sale of goods on route to inland markets.

Price, 50 CENTS PER COPY. "HONGKONG TELEGRAPH" OFFICE. No. 6, Pedder's Hill, Hongkong, 16th March, 1898.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship "MERIONETHSHIRE."

Captain Davies, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, where they will be examined on the 27th instant at 2 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 20th April, 1898. [545]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship "CHINA."

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 22nd April, 1898. [1111]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for Java Ports).	THURSDAY, 28th April, at 4 P.M.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE.	FRIDAY, 29th April, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 20th April, 1898.

[6]

Dr. KNORR'S ANTIPYRINE

patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.

[34]

£100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for, to claim property and money since 1700. Price 1s. 6d., post free. Every man and woman should buy this book, as instructions are given how to recover property from Chancery, DOUGAL & CO., 53, Strand, London, Eng. Est. 1864. A fortune may await you. Will be searched for.

DUMINY & CO. CHAMPAGNE EXTRA DRY

Carte D'Or 800
Carte Blanche
Sillery
Demi Sec
Chateau de Charmilles
Apply to
Messrs. DODWELL, CARLILL & CO., HONGKONG.
AGENTS FOR
M. OPPENHEIMER & Co., Paris.

CLARKE'S B & P PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In Boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors, The Lincoln and Midland Counties Drug Company, Lincoln, England.

WATERING APPARATUS
Non-freezing & Portable Hydrants and Garden Watering Bores and Apparatus.
Guns-Metal, Copper, and Cast-Iron Cocks and Valves.
E. GUESNIER, E.G.P.,
Engineer and Dock Mfr.,
(Successor of ACHILLE CADET)
27, Rue des Tailleurs, PARIS.
Hydraulic and Watering Apparatus applied to the Vichy Co. Vapor, Bains (Berthe system).
Apply to
DODWELL, CARLILL & Co., Agents for M. Oppenheimer & Co., Paris.

LEVY HERMANOS.
DIAMOND JEWELLERS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated Diamond, Ruby and Emerald Jewellers, DUNLOP & CO., LONDON.
A special reliable Watch made for this Climate.
Quality
Quantity
10, QUEEN'S ROAD, CENTRAL, Opposite the Telegraph Office.

KUHN & KOMOR.
JAPANESE FINE ART, CURIOS,
31 & 33, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
35, DIVISION STREET, KOREA.
Hongkong, 15th March, 1898.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY,
FOR AMOV.
THE Company's Steamship
"PALINURUS,"
Captain Sawyer, will be despatched TO-MORROW, the 27th instant, at 4 P.M.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th April, 1898. [56]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship
"KWEIYANG,"
Captain Osterbridge, will be despatched as above on THURSDAY, the 28th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th April, 1898. [550]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"KUTSANG,"
Captain Bradley, will be despatched as above on THURSDAY, the 30th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 25th April, 1898. [550]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched as above on SATURDAY, the 30th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd April, 1898. [556]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"QUEEN MARGARET,"
will be despatched as above on or about the 25th May, 1898.
To be followed by
S.S. "ST. NINIAN," on or about 15th June, 1898.
S.S. "CRAIGEAR," on or about 30th June, 1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th April, 1898. [485]

SAILING VESSELS.
FOR SAN FRANCISCO.
THE British Barque
"WEST YORK,"
W. L. Forster, Master, will leave here for the above Port, and will have quick dispatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 7th March, 1898. [352]

FOR SAN FRANCISCO.
THE 100 A I British Ship
"IMBERHORNE,"
Lever, Master, shortly expected here, will load for the above port and will have quick dispatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 19th March, 1898. [444]

THE NEW FRENCH REMEDY.
THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Kossan, Jobert, Velpeux, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.
THERAPION No. 1, in a few days only, removes all impurities from the urinary organs, effectually suppresses injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.
THERAPION No. 2, for impurity of the blood, security, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, parasitism, &c., to the detriment of the sufferer's health and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.
THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences, arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.
THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) annexed to every genuine package by order of His Majesty's House of Commons, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [95]

KANANGA
OF JAPAN
(REGISTERED)
RIGAUD and Co
PARIS

Kananga Water is the most delightful and refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.
New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IKORA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or CHAMBLIE EXTRACT
RIGAUD'S VIOLETTE, S. PARIS

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prins Heinrich	Wednesday	27th April.
Freussen	Wednesday	25th May.
Sachsen	Wednesday	22nd June.
Bayern	Wednesday	20th July.
Prins Heinrich	Wednesday	17th Aug.
Darmstadt	Wednesday	14th Sept.
Freussen	Wednesday	12th Oct.
Sachsen	Wednesday	9th Nov.
Bayern	Wednesday	7th Dec.
Prins Heinrich	Wednesday	4th Jan. '99.

ON WEDNESDAY, the 27th day of April, 1898, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Coppers, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 25th April. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 26th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be purchased on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 30th March, 1898. [325]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, FAKSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship
"VERONA,"
Captain C. H. S. Toque, R.N.R. carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 30th April, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 18th April, 1898. [5]

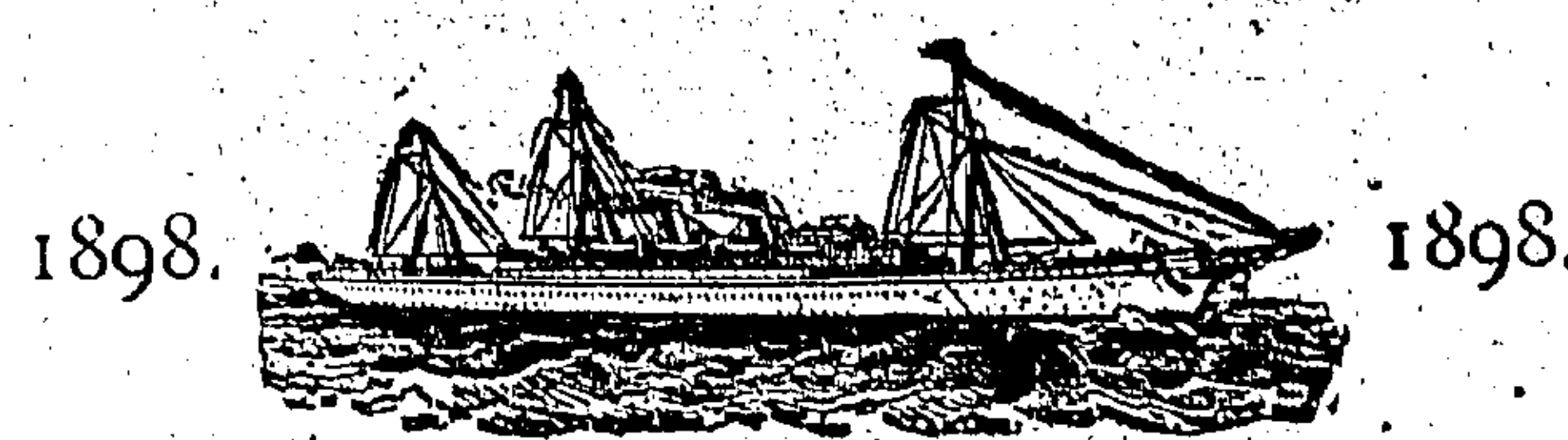
NORTHERN PACIFIC STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.
PROPOSED SAILINGS FROM HONGKONG.
FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
Victoria [3.16] J. Truebridge ... May 10.
Olympia [3.56] T. H. Dobson ... May 21.
Arlsona [5.16] J. A. Dixon ... June 14.
Tacoma [2.56] A. Dixon ... July 2.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.
Argyll [2.50] W. Ward ... April 28.
Brumar [3.60] E. Porter ... June 4.
Mogul [3.56] W. H. Wright ... June 18.
Columbia [2.56] A. Gov ... July 9.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON 2/7.
Excellent Accommodation. First-class Table. DOCTOR AND STEWARDESS carried.
HONGKONG TO NEW YORK 2/1.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, one of the greatest wonders of the world, will be reached by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA 2/8.
Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate, and "one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M. the day previous to sailing.
For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 22nd April, 1898. [4]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th April, 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th May, 1898.
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 8th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 7th April, 1898.

D. E. BROWN, General Agent,
Paddy's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 10th May, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 28th May, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 16th June, at Noon.

THE Company's Steamship
"BELGIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 10th May, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 16th April, 1898.

THE U. S. Mail Steamship
"CHINA,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking States, and Passengers and Freight for Japan, the United States.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 2/4 in addition to the regular fare rate.
Passengers holding Orders for OVERLAND CITIES (in the United States) have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.
Particulars of the various routes can be had on application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 9th April, 1898.

F. BLACKHEAD & CO.
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.
SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT
PRAYA CENTRAL, HONGKONG.
Hongkong, 14th May, 1898.

NOTICE TO AMERICAN CITIZENS.
AMERICAN CITIZENS residing in the CONYLIAN DISTRICT OF CANTON, which includes SANSHUI, WUCHOW, MACAO, SWATOW, AHOH, and FAKAOI, are REQUESTED to REGISTER at the Consulate either personally or by certificate setting forth the date and place of birth and last residence in the United States.
The advantages of registration are obvious and may prove of value in times of need.
There is no fee or charge for registration.
EDWARD REDDICK,
U.S. Consul.
United States Consulate, Canton, China, 1st February, 1898. [99]

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